(iii) Establishment of BG connection to ports, industrial centers and locations having potential for growth.

(iv) Conversion of lines required on strategic considerations.

(v) Minimizing transshipment and to improve wagon turn around by avoiding delays at transshipment points.

(vi) The conversion of lines is carried out as per the above policy at least cost yet providing a standard of service not lower than what the users were getting on the Metre Gauge (MG).

Policy regarding electrification of tracks

1804. SHRI SANTOSH BAGRODIA:
SHRI KALRAJ MISHRA:

Will the Minister of RAILWAYS be pleased to state:

(a) the policy of her Ministry regarding electrification of railway tracks;

(b) whether it is not proper to have railway tracks electrified to the optimum; and

(c) the total number of proposals for electrification of railway tracks which have been recommended by Government of Rajasthan and the present status of these proposals?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : (a) Electrification of railway tracks is decided based on traffic volumes, operational necessity and financial viability.

(b) Yes, Sir. It is desirable to electrify rail sections which satisfy the conditions stated at (a) above. In the state of Rajasthan, 600 out of 5683 Route Kilometres (RKMs) are electrified and in the country 18942 out of 63273 RKMs are electrified.

(c) The following proposals for electrification of rail tracks have been recommended by Government of Rajasthan and their present status is as under:-

S.No.	Name of the proposed section(s)	Status
1.	Bina-Kota	Electrification work is in progress and targeted for completion by March 2010.
2.	Jaipur-Sawai Madhopur	Proposal is under consideration.
3.	Ratlam-Neemuch-Chittorgarh	
4.	Delhi-Jaipur-Ahmedabad	For electrification, these sections are not in the priority at present.
5.	Agra-Bharatpur	
6.	Kota-Chittorgarh	
7.	Kandla-Bhatinda	